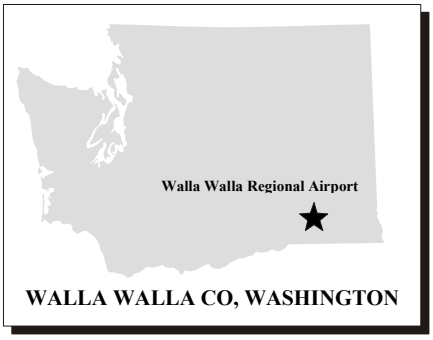
AIRPORT: Walla Walla Regional (ALW)
ASSOCIATED CITY: Walla Walla
ARC: C-IV
Region: South Central

AIRPORT DATA AND FACILITIES



Walla Walla Regional Airport is located in Walla Walla County, three miles northeast of the City. The Airport has 154 based aircraft, including 135 single-engine, 14 multi-engine piston-powered, and 5 helicopters. The latest available data indicate that Walla Walla Regional Airport experienced 47,077 annual operations. In 1998, 24,194 passengers were enplaned, classifying the facility as a primary commercial service airport. The Airport is served by Alaska Airlines' regional carrier, Horizon, which provides de Havilland Dash 8 service to Seattle. Cargo operators at the Airport include Ameri Flite, which provides feed for United Parcel Service and Pony Express.

Walla Walla Regional Airport is equipped with an air traffic control tower which is staffed on a part-time basis. The Airport has three runways. Runway 2-20 is 7,188 feet long, 150 feet wide, has an asphalt surface, and is equipped with high intensity runway lights. Runway 2 is equipped with visual approach slope indicators, and has VOR and GPS non-precision approaches. Runway 20 is equipped with a medium intensity approach lighting system with runway alignment indicator lights. This, in combination with an instrument landing system, provides Runway 20 with a CAT I precision approach. This runway end also has NDB and GPS non-precision approaches.

Runway 16-34 is 6,599 feet long, 150 feet wide, and has an asphalt-concrete surface. Runway 16 has a VOR or GPS non-precision approach, with visual approaches to Runway 34.

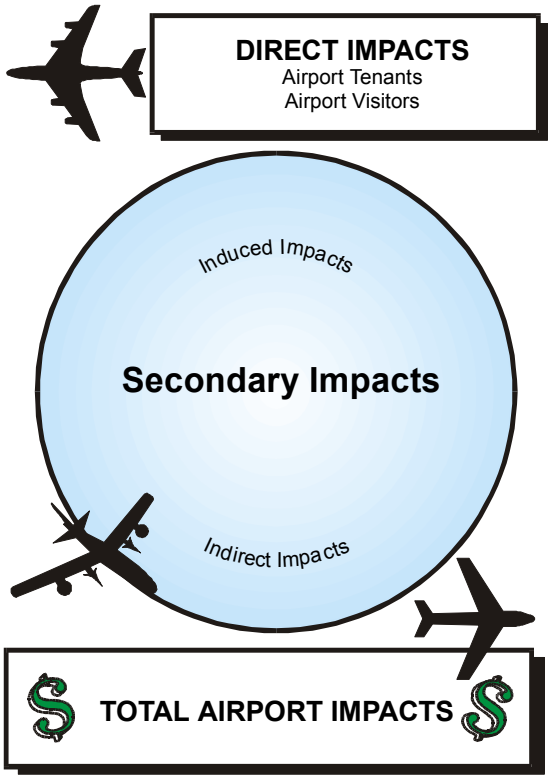
Runway 7-25 is 6,451 feet long, 150 feet wide, and has an asphalt-concrete surface. Approaches to both runway ends are visual.

ECONOMIC IMPACTS

The economic impacts of Washington's airports were calculated using a methodology, which has evolved over the past decade and is nationally recognized as the standard for conducting economic impact studies of airports. The methodology is consistent with analytical models used by the Federal Aviation Administration (FAA), and employs the use of direct survey information

and an input/output model (IMPLAN) as developed by the U.S. Department of Commerce to determine multipliers specific to the state of Washington for "secondary" economic impacts.

Types of Economic Impact - This study identified and examined those aviation activities at the public use airports in Washington that created economic impacts. These impacts are generated in three ways: **1)** Direct, **2)** Indirect, and **3)** Induced Effects. Combined, the three impact types yield the total economic impacts of an airport, as described below:



DIRECT ECONOMIC IMPACTS

These economic impacts occur as a consequence of providing aviation services. These impacts usually occur at the airports, and comprise the financial expenditures by firms which carry passengers (air carrier, air charter or air taxi) or cargo; firms which serve the air carrier and general aviation functions (airport tenants); governmental agencies which support aviation; ground transport firms; and others. In every instance, the impacts include only expenditures where the recipient is located within each airport's service area.

In addition to airport staff, aviation-related tenants include Blue Ridge Aircraft Services, Flyers at the Airport, and Sky Runners. General aviation operations accounted for approximately 10,100 visitors, while commercial operations included 9,678 visitors. The total combined direct output of on-airport tenants and general aviation and air carrier visitors was $21,796,761. These first-round expenditures were responsible for approximately 281 jobs, generating wages of $5,376,687.

INDIRECT ECONOMIC IMPACTS Secondary Impact)

These economic impacts occur as a result of the use of aviation service. They include the regional expenditures made by air passengers who visit the region (at hotels, restaurants, ski facilities, etc.); expenditures by the region's residents associated with their use of aviation; and expenditures by firms having economic activity which is dependent on the airport. These indirect impacts accounted for output of $4,416,966, approximately 60 jobs, and wages of $1,482,003.

INDUCED ECONOMIC IMPACTS (Secondary Impacts)

The "indirect" and "direct" impacts represent increases in regional final demand. Such increases do not represent total economic impact; there is also a "multiplier" effect. This multiplier effect comprises the local value of money as it circulates through the local economy and as individuals or firms associated with airport business buy goods and services in the local economy. Induced impacts accounted for output of $4,432,845, approximately 66 jobs, and wages of $1,448,768. Each airport's total economic impact is the sum of the three types of impacts.

TOTAL ECONOMIC IMPACTS

The total economic impacts across the state were quantified by adding together the direct, indirect and induced impacts for each airport, and interpreting, comparing, and presenting the results.

The output of the IMPLAN model enabled the presentation of total economic impacts by airport in terms of three economic impact measures: 1) jobs (employment); 2) earnings (payroll), and; 3) economic activity (output). Each of these was determined based on individual multipliers per industry categories. In each case, total impacts include the aviation sector itself, as well as the "multiplier effect" of the aviation sector. The impacts were estimated using Year 1998 data.

All three indicators of economic impact are useful; however, the monetary measures should not be added together, as discussed below:

- **Jobs (Employment)** - The number of employees who are employed in the aviation industry, plus the aviation-oriented share of those that are employed in sectors that support the air passenger (hotels, restaurants, etc.) plus those employed in the industries included in the multiplier effect impacts. The number of jobs attributable to an industry is always greater than simply those in the industry itself, due to the "re-spending" of money. Total employment impact was approximately 409 jobs.

- **Labor Earnings (Payroll)** - The sum of the wages and salaries to all employed persons that the aviation industry pays, directly or indirectly, to deliver the output of final aviation demand. Earnings Impacts are always included in the Economic Activity totals, so they should not be summed with the Economic Activity impact. Earnings are a very conservative proxy for "value added." Earnings may be greater or less than the Direct and Use values depending on the industry type. Total earnings impact was $8,307,455.

- **Economic Activity (Sales Output)** - The value of the aviation final demand (aviation or airport service), plus the "multiplier" effect (the sum of all of the intermediate goods and

services needed to produce the aviation final demand, plus the induced impacts of increased household consumption). Total economic activity equals the sum of intermediate demands, consumption demand, government demand, investment demand, and net export demand. Economic Activity is always larger than both the Direct and Use values because it includes the multiplier effect. Total economic activity impact was $30,646,570.

	Direct Impacts	+	Indirect Impacts	+	Induced Impacts	=	Total Impacts
Jobs (Employment)	Number of Jobs Supported 281.0		Number of Jobs Supported 60.3		Number of Jobs Supported 66.0		Total Number of Jobs Supported 408.6
Labor Earnings (Payroll)	Annual Salary Supported $5,376,687		Annual Salary Supported $1,482,003		Annual Salary Supported $1,448,768		Total Annual Salary Supported $8,307,455
Economics (Sales Output)	Contribution to Economy (Dollars) $21,796,761		Contribution to Economy (Dollars) $4,416,966		Contribution to Economy (Dollars) $4,432,845		Total Contribution to Economy (Dollars) $30,646,570

SUMMARY

On an annual basis, Walla Walla Regional Airport's tenants and its visitors in Walla Walla County, Washington contributed the following total annual economic benefit:

Jobs (Employment)	Labor Earnings (Payroll)	Economic Activity (Sales Output)
Total 408.6	Total $8,307,455	Total $30,646,570